

APPENDICES

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APPENDIX 1

CLIFTON HEIGHTS TASK FORCE MEETING STRENGTHS AND WEAKNESSES EXERCISE COMMENTS JULY 26, 2000

A Strengths and Weaknesses Exercise was conducted at the July 26, 2000 Clifton Heights Task Force Meeting to help recognize the positive and negative aspects of the Clifton Heights Neighborhood. The first portion of the exercise consisted of a brainstorming session where task force members each contributed one strength and one weakness of the neighborhood. Next, each task force member was given three dots to place next to the weaknesses that they felt needed to be improved the most. The table below is a listing of each strength and weakness, as well as the priority that each has been assigned. Comments that received between five and nine dots have been classified as “high,” between one and four dots is “intermediate,” and comments with zero dots are considered “low” priority. The results of this exercise show that the major concerns of the neighborhood are: downzoning to prevent future multi-family dwellings from being constructed (nine dots), restricting commercial developments that may be out of character with the surrounding neighborhood (seven dots), increasing police presence in the neighborhood to eliminate drug trafficking (six dots), and establishing a small community park within the neighborhood (four dots).

| Topic | Comment | Priority | Internal Notes |
|------------------------------|---|--------------|--|
| HIGH PRIORITY | | | |
| Landuse/Zoning | Zoning too dense/Downzoning needed | High | 9 dots |
| Landuse/Zoning | Restrict odd commercial developments in the area | High | 7 dots |
| Crime | Need more police presence to combat gang activity and drugs | High | 6 dots |
| INTERMEDIATE PRIORITY | | | |
| Recreation | No park in neighborhood | Intermediate | 4 dots |
| Landuse/Zoning | Apartment management issues (pets, people releasing their pets) | Intermediate | 3 dots |
| Sidewalks | Need better accessibility to neighborhood services | Intermediate | 2 dots |
| Recreation | Need more youth facilities/programs in the neighborhood | Intermediate | 2 dots |
| Environment | Drainage problems due to lack of curbs, storm sewers | Intermediate | 2 dots |
| Transportation | Speeding along Cleveland | Intermediate | 1 dots |
| Transportation | Birchwood Avenue is too narrow | Intermediate | 1 dot |
| Transportation | Poor sidewalk planning | Intermediate | 1 dot |
| Environment | Dumpsite north of Stone Crest | Intermediate | 1 dot |
| Beautification | Deteriorated housing throughout the neighborhood | Intermediate | 1 dot |
| LOW PRIORITY | | | |
| Beautification | Cleanup Yards | Low | Neighborhood group to promote clean yards, help the elderly with their yards |

| LOW PRIORITY (CONT.) | | | |
|-----------------------------|---|-----------------|----------------------------|
| Topic | Comment | Priority | Internal Notes |
| Beautification | Has received awards from Operation Brightside | Low | |
| Beautification | Litter | Low | |
| Beautification | Mature Tree Stock | Low | |
| Beautification | Need beautification or a garden club | Low | |
| Beautification | Neighborhood is well-kept | Low | |
| Beautification | Prevent negative impacts to neighborhood | Low | |
| Beautification | Wildlife | Low | |
| Environment | Education about spay/neuter program | Low | |
| Environment | Enforcement – junk and debris | Low | |
| Landuse/Zoning | Too many apartments | Low | |
| Lighting | Issues with street lights | Low | |
| Misc. | Accessibility to downtown | Low | |
| Misc. | Country atmosphere | Low | |
| Misc. | History of the area | Low | |
| Misc. | Quiet, safe neighborhood | Low | |
| Misc. | Sense of pride | Low | |
| Misc. | Social diversity of the neighborhood | Low | |
| Recreation | Good walking area | Low | |
| Recreation | Proximity to parks | Low | |
| Schools | Schools | Low | |
| Transportation | Need a bus shelter | Low | Currently being considered |

APPENDIX 2

A public meeting was held on January 25, 2001 to present the goals and recommendations of the Clifton Heights Neighborhood Plan. Each attendee was given a comment form with three questions to get input regarding the goals and recommendations. The following comments were submitted by those who attended the public meeting:

Question One: Are there any portions of the draft plan that you strongly support?

Several responses expressed support for the proposed zoning changes. The comments agreed with the changes to help preserve the single-family character of the neighborhood. There were also multiple comments supporting better bicycle and pedestrian connections throughout the neighborhood.

| TOPIC | COMMENT |
|----------------|--|
| Beautification | Beautification of the neighborhood and keeping litter controlled. |
| Beautification | Street tree program |
| Beautification | Enhancing the street image and residential-commercial transitions. |
| Crime | I like the idea of promoting safety and security in all parts of the community. |
| Land Use | Zoning Changes |
| Land Use | Preserve Green Space |
| Land Use | Downzoning |
| Land Use | Downzoning, maintain single family or owner occupied dwellings |
| Land Use | It is delightful to see such a plan that is an attempt to improve the living conditions, land use, and environmental sensitivity of the community. |
| Land Use | Most of the plan is OK, just rethink the zoning |
| Land Use | I support all the downzoning. |
| Land Use | I fully support all the proposed zoning changes. |
| Misc. | All parts of the plan are very good |
| Misc. | The entire draft plan has my whole-hearted support, but particularly the zoning proposals. |
| Misc. | I fell the entire draft is wonderful. |
| Transportation | Seek bicycle and pedestrian facilities on Mellwood Avenue |
| Transportation | Establish a connection to the bike/ped. facilities on River Road. I ride my bike to work in the West End and this would be fabulous. |
| Transportation | Control parking on streets |
| Transportation | I love the ideas concerning bike paths and linking Clifton Heights to River Road by Edith. |
| Transportation | Bike paths along Mellwood would be welcomed. |

Question Two: Are there recommendations that you think should be changed or deleted? Responses indicated refinements to the plan’s recommendations rather than the need for significant change. There are some concerns about the traffic calming devices (traffic island and chicanes) and their effect on emergency vehicles. There were also some doubts about the need for the proposed beautification of the traffic islands in the neighborhood, especially the one at University Road and Cleveland Boulevard.

| TOPIC | COMMENT |
|----------------|---|
| Beautification | Island at University and Cleveland could be dangerous |
| Beautification | Add Kenilworth Road from Brownsboro Road to the first curve to the street tree program list |
| Beautification | Don’t agree with the traffic islands |
| Land Use | Yes, rezone to eliminate more high density building of apartments. |
| Land Use | Think the rezoning areas should be downzoned even more |
| Land Use | If we can actually maintain or increase owner occupied housing that will be great. |
| Land Use | We don’t need any more apartment buildings here in this area. |
| Transportation | Thanks for addressing the curbing from Warren to Winifrede. |
| Transportation | Please, no road connecting Pauline and North Hite. A sidewalk or bike path is fine but no throughway. |
| Transportation | The only worry I have is from driving emergency vehicles through the area. Need to clear the trees from the emergency connection between Mellwood Apts. and Birchwood Avenue. |
| Transportation | Using speed bumps and chicanes not only slows total traffic but they also slow response times for emergency vehicles. |

Question Three: Would you like to see any ideas or recommendations added to the Clifton Heights Neighborhood Plan? There were several comments about adding recommendations in the transportation section of the plan. A couple of the comments were suggestions for general road improvements, such as paving Highwood Drive, improving the shoulder along Mellwood Avenue, relocating the traffic signal on Brownsboro Road at Haldeman to Lindsay Avenue, and improving the intersection of Brownsboro Road and Hillcrest Avenue.

| TOPIC | COMMENT |
|----------------|---|
| Beautification | Individual neighborhood welcome banners (i.e. Indianola, A Clifton Heights Neighborhood). |
| Drainage | Improve drainage along Mellwood from Lake Dr. to Zorn Ave. |
| Land Use | In terms of in-fill, maybe allow developers to meet either of the standards in R-5 (6,000 sq. ft lots and/or 50 ft. frontage width) to help preserve the character of the neighborhood. |

| | |
|----------------|--|
| Land Use | I would like to see a decrease in multi-family units. |
| Misc. | I think the plan looks great, thanks for the hard work. |
| Recreation | The churches in the community should play a stronger role in creating gathering places for the younger people. |
| Transportation | Repave and improve shoulder on Mellwood between Edith and Zorn |
| Transportation | Please pave Highwood Drive and put up a street light |
| Transportation | Prohibit parking entirely on University Avenue. |
| Transportation | Parking on University Road, especially when they have driveways |
| Transportation | Consider moving the traffic signal and crosswalks currently located at the Haldeman Avenue/Brownsboro Road intersection to the Lindsay Avenue/Brownsboro Road intersection |
| Transportation | Need turn signals at Hillcrest and Brownsboro intersection |
| Transportation | Would like to see raised reflectors down the middle of Brownsboro Road in the curves near Lindsay Avenue |
| Transportation | Brownsboro & Hillcrest intersection needs major improvements |

APPENDIX 3

CLIFTON HEIGHTS NEIGHBORHOOD STUDY REVIEW OF SURVEY RESULTS SEPTEMBER 27, 2000

A survey was created to help the residents of the Clifton Heights neighborhood express their thoughts on different issues concerning the Clifton Heights Neighborhood Study. This evaluation summarizes the results of the 160 surveys that were returned to the Jefferson County Division of Planning and Development Services.

QUESTION: What issues do you feel are most important concerning future development within the Clifton Heights neighborhood?

(Out of 143 responses to this question)

Downzone/No More Apartments = 63.6 percent

Other = 27.3 percent

Improve the Quality of Housing = 9.1 percent

The overwhelming most popular response was a request to downzone the area to prevent any future multi-family structures from being developed. This also includes restricting the development of any more multi-family units and encouraging the construction of single-family homes. Another concern is to improve the quality of housing in the area.

QUESTION: In your opinion, what is the most important transportation issue facing the Clifton Heights neighborhood?

(Out of 91 responses to this question)

TARC = 41.8 percent

Speeding = 18.7 percent

Upgrade Road Conditions = 13.2 percent

Other = 26.4 percent

Approximately 41.8 percent of the comments were about the TARC system which goes through the area. Many people asked that TARC investigate the idea of having buses come more frequently and a few others asked to look into establishing a direct route to the St. Matthews area. Many people also commented on the need to take precautions to help reduce the number of speeders driving along the roads.

QUESTION: What is your opinion of the existing recreational and open spaces within and surrounding the Clifton Heights neighborhood?

(Out of 123 responses to this question)

Negative = 70.0 percent
Need Playground = 18.0 percent
Need to Preserve Open Space = 12.3 percent
Other = 39.7 percent
Positive = 30.0 percent

Surprisingly, 70.0 percent of the people who responded to this question feel the existing recreational and open spaces surrounding Clifton Heights are inadequate. Most people commented on the need for a playground and/or small park within the Clifton Heights area so children will not have to cross Brownsboro Road. Several comments also revolved around establishing a small community center to give both younger and older generations a place to gather.

QUESTION: What other specific concerns (if any) need to be addressed in the Clifton Heights neighborhood study?

(Out of 112 responses to this question)

Downzoning = 23.2 percent
Sidewalks = 11.5 percent
Crime = 17.0 percent
Residential Improvements/Clean up = 13.4 percent
Road Improvements = 6.3 percent
Misc. = 28.6 percent

Once again, the dominating response involved downzoning and reducing development within Clifton Heights. There were also a number of responses that requested additional monitoring of the area to eliminate drug trafficking and speeding along the neighborhood roads. Several responses dealt with the construction and/or improvement of the sidewalk system as well as establishing a community clean-up program to help improve the visual quality of the neighborhood.

APPENDIX 4
COMMENTS FROM LOCAL AND STATE AGENCIES

Louisville Division of Fire and Rescue

I am sending these remarks on behalf of Chief Gregory Frederick, Louisville Division of Fire & Rescue:

There are several areas of concern that were not addressed in the Clifton Heights neighborhood plan that directly impact the provision of services by Louisville Fire & Rescue:

1. Proper posting of addresses on all residences and commercial structures, including the posting of numbers in the rear of structures that have a named alley or street behind them.
2. Proper signs depicting street names, emergency vehicle lanes, and restricting on street parking where it limits access.
3. Fire safety awareness in all structures, but in particular residences, as most fire deaths and injuries occur in the home. The installation and preservation of ten year lithium battery, tamper proof smoke detectors would enhance the safety of residents. Also include special needs detectors.

Lolita Adams
Division of Fire & Rescue
Voice: 574-2909
Fax: 574-2929

Louisville Public Works Department

I have reviewed the Transportation Section of the Clifton Heights Neighborhood Plan and have the following comments.

On page 23 you make the statement that "Roads like . . . are very narrow and can become dangerous . . . " This sounds like an opinion, on what is it based? This section should be reporting fact and not opinion. Each you have some evidence that this is fact then report it and back it up with accident data, etc. Any roadway, whatever the width "can become dangerous during severe driving conditions . . . "

Page 24 - Traffic Volume - the Average Daily Traffic is based on traffic counts adjusted for seasonal, monthly, and day-of-the-week variations.

Page 24 - Table 7 - the heading in the second column reads "Number of Locations at Location," should this read "Number of Accidents at Location?"

I think you should also point out that these are raw numbers and you conducted no accident analysis. If you remember, I also stated that we could make no conclusions until an analysis of the type of accidents was completed. Yes, the accidents at Hillcrest are not surprising because of the total traffic volume but without the analysis, you cannot make an accurate determination.

Page 27 - Transportation Needs - I am not sure you should specifically refer to the "Louisville Department of Public Works." In a little less than two years, it may not exist. I feel that making some generic reference to Public Works or the administration would be better.

The same is true for the Board of Aldermen. That organization will not exist in 2003.

Page 27 - Also under Transportation Needs - You refer to installing speed humps. At this time, the City's Law Department has ruled these devices illegal. Until specific changes occur, DPW cannot use these devices. I suggest that you just use the generic reference to "Traffic Calming" devices. Even if FHWA releases the new MUTCD, with references to Speed Humps, we cannot install them until the City adopts an official policy.

Page 27 - Again you are inserting your opinion concerning the width of the streets. To the best of my knowledge, DPW has never received a complaint or a concern from any emergency service, about access from any of the facilities. The City's Fire Department can, at anytime, request DPW to restrict parking or look for other solutions. Therefore, unless you have specific data from LFD, LPD or EMS, you should remove the last sentence of the 3rd paragraph.

Page 28 - Traffic Signals - Neither KTC nor DPW conduct "testing" to determine whether traffic signals are warranted. Federal and State law, and City Ordinances, requires DPW to conduct a Traffic Signal Warrant Analysis as required in the MUTCD.

Louisville Public Works Department (cont.)

Page 29 - Parking - The Brownsboro Road Merchants Association's request for parking "T" along Brownsboro Road is very doable and can be completed immediately. This is a recommendation, however, that requires Aldermanic support. The appropriate Alderman must agree to pay for the "T" and hire the contractor. DPW will issue a permit when they are ready to do the work. However, as experienced on Frankfort, when the state repaves, they do not like to pay to put the "T" back in. When they do, the state's contractor does always put them back in correctly. We found that their contractor put them in front of driveway, fire hydrants, and other inappropriate places. While we agree with the use of parking "T," it can become an expensive operation over the years.

Page 30 - Sidewalk and Pedestrian Facilities - Please remember that KTC is responsible for all pavement markings along Brownsboro Road. Citizens should refer the repainting of crosswalks to the District 5 office. Concerning the audible pedestrian signal, please make note that citizens simple need to notify DPW of any problems. Our crews respond within 24-hour to any complaint concerning maintenance of traffic or pedestrian signals. Your statement in the last paragraph on page 30 infers that some signals are not working properly. This is not correct and you need to remove this implication.

Transportation Recommendations - Generally, my only concern is what data or traffic engineering experience is these recommendations made? The "reflectors" you refer to can cause problems as well as benefits. You identified none. Many of the recommendations were clearly based on opinion and do not reflect traffic engineering experience.

Recommendation B2 - while the roadway width may not be the current standard, there is no evidence that it is inadequate for emergency vehicles. There is also no reference to the individual impacts to widen the roadways. (The taking of right-of-way, etc.) It is easy to make recommendations and not identify the impacts.

Action One under this recommendation seems to contradict Action Four in Recommendation B.3

Recommendation B.3 - Action One - Since speed humps are illegal, you must remove all references. Using the term Traffic Calming Devices is adequate.

Recommendation B.9 - Action Two - DPW follows all established requirements for the maintenance of traffic, pedestrian and audible signals. If a problem occurs, citizens have the means of reporting it and crews respond within 24-hours. This recommendation implies that there are signals not working properly and this is not true. You should remove this item.

Action Three - This recommendation request signage not approved by the MUTCD. This would be a violation of City Ordinances, State and Federal Laws.

Louisville Public Works Department (cont.)

General - Again, the Board of Alderman will not exist after 2003 and no one knows if the new government will give the 26 Districts discretionary funds. Also, the Louisville Department of Public Works may not exist in 2003. You should refer to both genetically.

I have copied Alderman Magre, Alderwoman Ward-Pugh and Bill Herron on my comment. Should any of you have any questions, please let me know.

Dan

A. Dan Curtis, AICP
Manager, Traffic Engineering
Department of Public Works
601 W. Jefferson St., Rm. 220
Louisville, Ky. 40202
(502) 574-3879
email: dcurtis@louky.org

Kentucky Department for the Blind

Orientation and Mobility Related Issues Regarding the Clifton Heights Neighborhood Plan Presented by Kent N. Jones, EdS, MRC, CRC, Certified Orientation and Mobility Specialist for the Kentucky Department for the Blind.

INTRODUCTION:

A request was made to The Kentucky Department for the Blind (DFB) to provide input regarding the Clifton Heights neighborhood plan. The requested information is being provided by an Orientation and Mobility Specialist (O&M) employed by the DFB in Louisville. This O&M Specialist has worked in the Clifton Heights area with persons who are blind and visually impaired. The Specialist is familiar with TARC's fixed routes and the TARC 3 services in Clifton Heights. This information reflects the professional views of one individual who has determined the following to be sound and proven methods for safe and efficient travel.

This information reflects only O&M related issues in regards to the ideas that have been suggested in the neighborhood plan. By no means is the O&M Specialist an expert in engineering, road construction, sidewalk construction, surveying, etc. The response for information was made in less than two weeks. Therefore, the information is brief and introductory with the hopes that further information can be provided in the future.

The opportunity to provide input is greatly appreciated. It reflects the neighborhood planner's concern and efforts to accommodate persons who are blind and visually impaired. The transportation section will be addressed specifically since O&M practices involve a great deal of travel related issues. These will be addressed individually to provide input to that particular issue.

I. SIDEWALKS

The presence or absence of sidewalks often determines whether a person is going to live in a particular area. This especially applies to persons who are blind or visually impaired. Without the ability to drive, it is absolutely crucial that there be access to businesses and bus stops via sidewalks. There are some O&M techniques for traveling in areas without sidewalks, but they are not as safe as sidewalk travel, and generally meant for rural travel. The rural travel methods are used as little as possible. Several persons who are visually impaired have moved from the Clifton Heights area due to the lack of sidewalks and other accessibility issues.

The proximity of the sidewalk to the street does not matter as long as there is a defined curb or slope when crossing a parking lot entrance. However, when grass is between the sidewalk and street, this does decrease the chances of stumbling off of the curb and into the street. Travelers who use long canes or dog guides are trained to travel on both types of sidewalks.

Kentucky Department for the Blind (cont.)

Recommendations:

1. As many sidewalks as possible that can be put into a neighborhood should be.
2. The layout of the sidewalks concerning obstacles typically located near the curb such as newspaper boxes, telephone poles, fire hydrants, street signs, trees, etc. should remain consistent with other portions of the county. These objects are typically located near the curb.
3. Guide wires should have some type of device to prevent the traveler from getting underneath the wire when the wire is leaning toward them. See figure 1.
4. Objects that are narrower on the bottom and that create an overhang should be avoided. Such objects are the light control boxes found on some poles such as on the southeast corner of Brownsboro Road and Haldeman Avenue. The long cane can easily go under the overhang and not be detected by the traveler.
5. Existing sidewalks should be repaired to level any uneven place since as little as an inch and a half height difference can result in tripping.

II. CURB CUTS AND WHEELCHAIR RAMPS:

Compliance to any Americans with Disabilities Act (ADA) regulations regarding curb cut construction is imperative. Tactile and brightly colored squares at corners are very helpful and serve a valuable purpose. However, color is not necessary and only minimal tactile warning features are needed. The curb cut/ramp can be easily detected by a defined slope. Person who are visually impaired or blind are taught to use the slope of a curb cut as one of the clues to alert them to an approaching perpendicular street. These clues are universal, consistent, and transferable whereas the colored/tactile squares are not. A traveler may become too dependent on the color or strong tactile features in one area and become confused when they are not available in another. An example of this is traveling east of Ewing when on Frankfort Avenue.

There has not been any ramp consistency prior to the ADA. Ramps/curb cuts have varied in length, width, and grade. ADA regulations should provide more consistency. Some corners of sidewalks and parking lots are completely blending into the street. This is the type of situation where tactile markings would be very helpful. Travelers often do not know when they finished crossing the street due to the blending. One example of this is the southwest corner of Ewing and Brownsboro Road.

Recommendations:

1. Follow ADA regulations for ramp/curb cut constructions.
2. Place well-defined tactile marking in blended areas where slopes can not be constructed.
3. Either build separate ramps for each street or have the ramp equal on each street at the point of origin where the two streets meet. See figure 4.

Kentucky Department for the Blind (cont.)

III. Parking

When sidewalks are not available along city streets or rural roads, persons who are blind or visually impaired must travel in the street whether they are a long cane user or a dog guide user. Parked vehicles can be difficult to maneuver around if there are several in a row. This puts the traveler in the street too long. Going into the yard to get around vehicles is not safe or practical either. Contacting one or two parked vehicles on occasion is not a problem. Parking directly in front of a business to the point where the vehicle extends over the line of travel is very difficult to negotiate. Often sidewalks will end at the point of a parking lot in front of a business and start again on the other side of the parking lot. If traffic can drive next to the curb as is the case of much of Brownsboro Road, trying to get around the parked vehicle can lead to going into the street or stumbling at the parallel curb and causing the traveler to fall into the street. Often travelers cannot go away from the street because of the vehicle being next to a wall or the front of the business.

Recommendations:

1. Reduce off street parking as much as possible in areas where sidewalks are not available.
2. Eliminate parking in front of businesses that might extend over the line of travel.
3. Place tactile/color squares over the full width of the sidewalk at the point it ends at the parking lot as a warning for such a parking lot.
4. Increase parking lots on the sides of businesses.

IV. INTERSECTIONS

An intersection that is controlled by a light is the safest place for a person who is blind or visually impaired to cross a street such as Brownsboro Road. Travelers often have to walk several blocks to a light to make a crossing. This is very inconvenient, and often interferes with the ability to use fixed bus routes.

As with the tactile/color squares, audible signals at light controlled intersections are not absolutely necessary except for T-shaped intersections such as Brownsboro Road and Haldeman Avenue. Persons who are blind or visually impaired are taught to cross a street by using the near parallel traffic surging through the intersection. This indicates the light on the parallel street has turned green and it is safe to cross. This procedure works very well in all directions for a + shaped intersection but not at a T-shaped one. The traffic can only surge along the horizontal line of the T. See figure 4. Crossing the horizontal portion of the T is very difficult because there is no surge of through near parallel traffic. All of the traffic turns to the right or to the left. See figure 5. This type of crossing is often avoided even when there is an audible signal.

The intersection of Fifth Street and Main in downtown Louisville is a t-shaped intersection. However, it is easily crossed by pedestrians who are sighted due to both

Fifth and Main are stopped at the same time with a red light. Both streets are not stopped for long, but there is sufficient time to cross. This type of crossing situation would be ideal for the intersections in 5.2.1. An audible signal would be needed to indicate both streets were stopped at the same time. The pedestrians downtown use the WALK sign when both streets are simultaneously stopped.

Recommendations:

1. Place lights at the intersections listed in 5.2.1.
2. Use the example of Fifth and Main downtown with an audible signal for 5.2.1.
3. As is the case now, the audible signals should remain consistently separate for crossing Brownsboro Road and the side streets.
4. Maintain painted crosswalks and stop lines.

V. BICYCLE AND PEDESTRIAN CONNECTORS:

Persons who are blind or visually impaired could easily utilize bicycle and pedestrian connectors if they are paved. This would apply to both users of dog guides and the long cane. Users of dog guides need to walk their dogs at least one to two miles a day. These pathways would be ideal for exercising the dog. Many cane travelers enjoy recreational walking after walking out of necessity. It is strongly believed these connectors would be utilized.

Many travelers with low vision are very accomplished bicyclists. It is another major form of transportation as an alternative to busses or walking. This includes bicycling on streets and roads. However, many of the streets are too dangerous even for bicyclists who are fully sighted. Having bicycle lanes greatly reduces the risks to bicyclists. The flow of traffic is not interrupted as well since passing a bicyclist on narrow roads often slows traffic. Other cities have been very successful with this concept. These extra few feet along side of the traffic lanes can be marked to be easily seen by bicyclists with low vision. See figure 6.

Recommendations:

1. Have paved pedestrian and bicycle connectors that are wide enough for adequate passing. ADA regulations would need to be followed.
2. Include bicycle lanes to all street/roads being widened/curbed.
3. Provide bicycle lanes to existing streets/roads as possible.

VI. PUBLIC TRANSPORTATION:

Not having adequate transportation has historically been the number one problem reported by persons who are blind and visually impaired. Many travelers who are visually impaired use the existing fixed TARC routes and the TARC 3 services. It is believed the volume of riders on TARC would increase if there was better access to the bus stops. This is not only true for travelers who are visually impaired but for travelers who are fully sighted. Sidewalks, off street parking, and pedestrian/bicycle connectors

Kentucky Department for the Blind (cont.)

would greatly improve the accessibility issue. With additional riders, TARC might increase the number of bus routes and the frequency at which the busses pass through.

Recommendations:

1. Make getting to and from fixed bus route stops as accessible as possible.
2. Encourage TARC to increase bus frequency in Clifton Heights.
3. Do not go to the expense for a trolley service.
4. Increase the number of covered bus shelters.

VII. SIGNAGE:

Increasing signage in the Clifton Heights area to alert driver of the presence of the persons who are blind and visually impaired is good in theory. However, operators of motor vehicles are being witnessed as not abiding by laws and common courtesy. This is a serious issue that requires much attention. It appears many operators of vehicles ignore signs on a regular basis either by choice or because of other distractions. They do not head the right of way to pedestrians, even those with long canes or dog guides. This is particularly true for operators turning right when a pedestrian is turning right. Having the signs will not hurt, but their level of effectiveness is in question.

It is believed financial disincentives in the form of fines would be more effective in curtailing dangerous automobile operator behavior. The White Cane Law provides in writing at least for the safe crossing of streets for persons who are blind and visually impaired. Right of way laws and not being allowed to turn right on red at certain intersections are other factors that would assist pedestrians if enforced.

Recommendations:

1. Increase police patrol in the Clifton Heights area to enforce laws.
2. Make sure all signs are at an adequate height to where the pedestrian does not hit them with their shoulder or head.

VII. CONCLUSION

It is hoped the above information will be of assistance in the development of the Clifton Heights neighborhood. There is agreement with the recommendations and actions proposed on pages 32-36. It is believed these actions will vastly improve accessibility for both persons with and without visual disabilities. This O&M professional is certainly interested in providing additional input into the developments of mobility related issues.

Kentucky Department for the Blind (cont.)

Figure 1.

Guide wires should have some type of device attached to them to create a vertical surface to make them easier to detect by the traveler using a long cane. The angle of the cane is almost that of the guide wire and cannot detect the guide wire when being approached toward the angle side. This results in the traveler contacting the guide wire with their head or shoulder from that side.

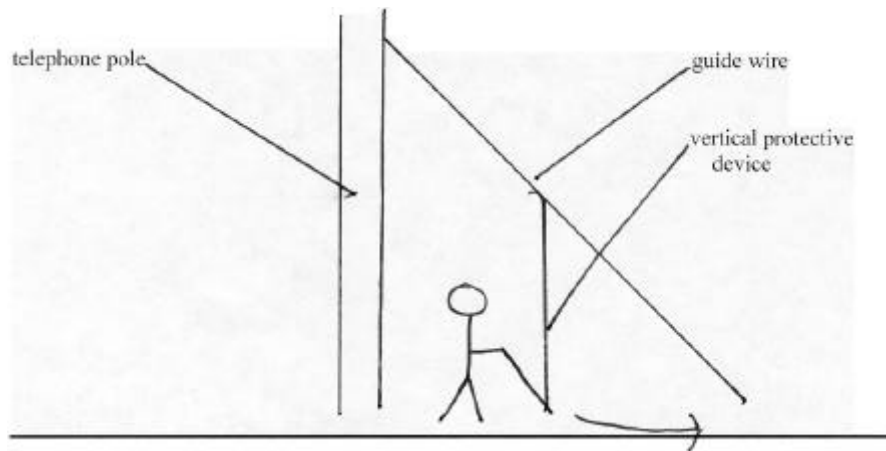
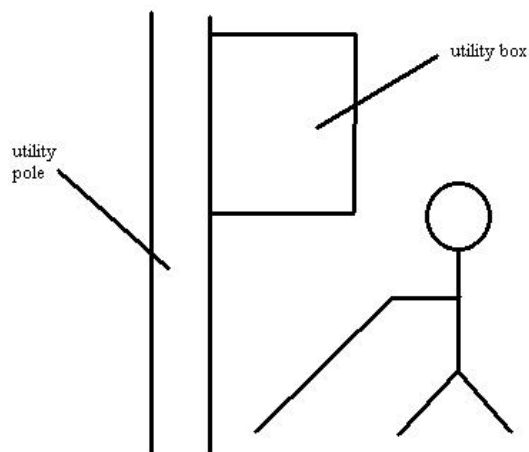


Figure 2.

Obstacles that are wider at the top than at the bottom should be raised high enough to go underneath or be eliminated altogether. These include signs and utility boxes on poles.



Kentucky Department for the Blind (cont.)

Figure 3.

Curb cuts/wheelchair ramps should take up an equal amount of spaces for each street if they are placed at the point where both streets merge if one is constructed. One curb cut per street is another option. Travelers with visual impairments can use either system.

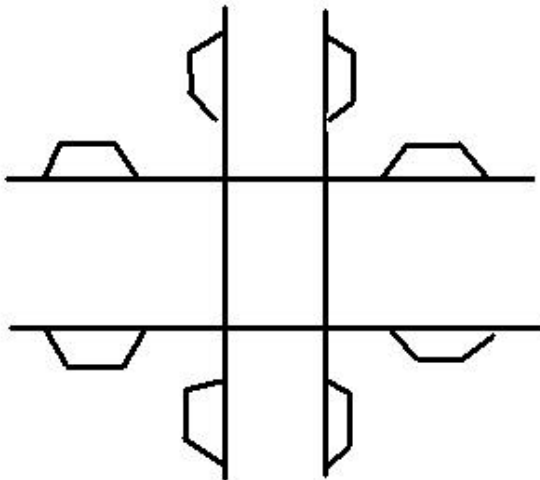
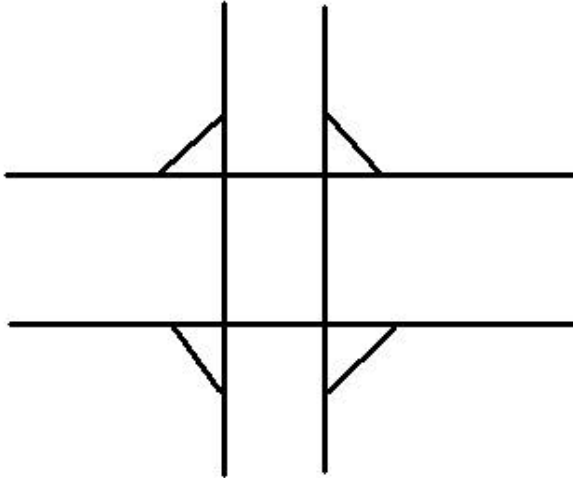


Figure 4.

Using near parallel surges at T-shaped intersections can only be effective when crossing over the vertical bar of the T.

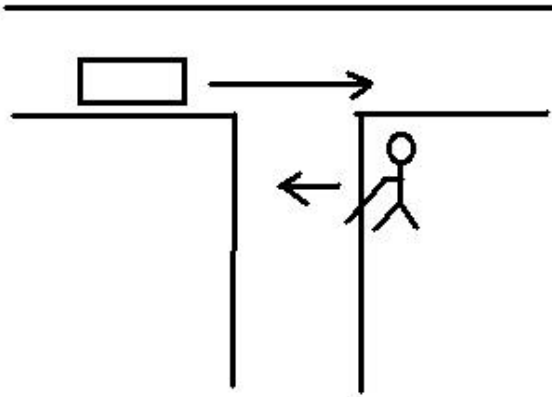
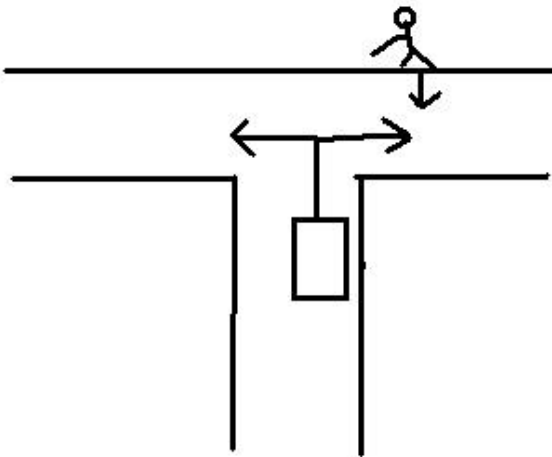


Figure 5.

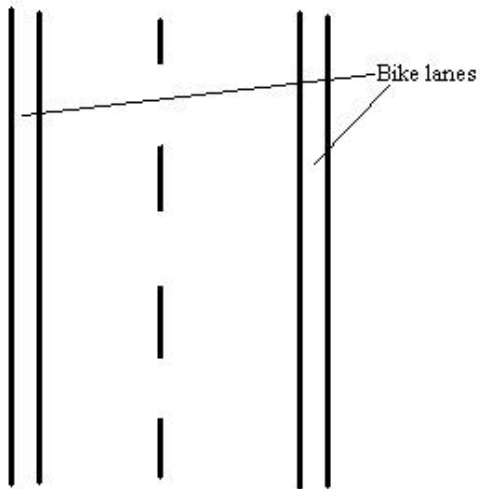
Crossing the horizontal bar of a T-shaped intersection is difficult, can be dangerous, and is often avoided. Each vehicle must turn and cross the path of the pedestrian.



Kentucky Department for the Blind (cont.)

Figure 6.

Bicycle lanes along streets can be easily utilized by bicyclists with low vision. The lanes can be easily marked and followed.



LOUISVILLE WATER COMPANY

March 23, 2001

Mr. J. Brian Davis
Planner I
Planning Commission
531 Court Place, Suite 803
Louisville, KY 40202

Hand Delivered 3/23/01

Dear Mr. Davis:

The Louisville Water Company has received the March 2001 Draft copy of *Clifton Heights Neighborhood Plan*. We have reviewed and commented on this report. In addition to the attached comments, we would like to specifically convey our request to review and approve the plans for any facilities, plantings etc. proposed in the Zorn Avenue median. We also request the ability to monitor the installation and construction of any facilities, plantings etc. in the Zorn Avenue median.

As indicated in the January 19, 2001 letter to Mr. Dave Hulefeld, the Zorn Avenue median contains transmission water mains that provide the raw water supply for the City of Louisville, and the surrounding areas. As such, we must be aware of the critical nature of water facilities in this area.

The Louisville Water Company appreciates the opportunity to review and comment on this report. If you would like additional information or have any questions, please call me at (502) 569-3600, ext. 2262, or Mr. Greg Heitzman at ext. 3681.

Sincerely,

Patti Sheehan Kaelin
Business Development Planner

C: Greg Heitzman – LWCo.
Vince Guenther – LWCo.